Above exports performance includes exports of No. 6 variety Mica and Waste Mica. The export performance of these varieties during the above period was as follows:

Year	Export of No. 5½ and below including No. 6 but excluding waste (Qty : in tons) (Value: in Rs. Crores)		Export of waste	
	Quantity	Value	Quantity	Value
1974-75	N.A.	N.A.	27,010	2·17
1975-76	2680	1·58	12,040	1·49
1976-77	3540	2·58	9,620	1·33
1977-78	3720	2·79	9,780	1·36
1978-79	3780	2·70	9,210	1·28
1979-80	5250	3·58	12,200	1·84
1980-81	3530	2·83	11,250	2·17
1981-82	3760	3.25	9,430	2·06
1982-83	1970	1·89	8,640	2·12
1983-84	1950	2·24	7,820	1·89
1984-85	3030	2·75	13,840	3·53

NOTE : NA—Not available;

Figures for export of No. 6 variety of Mica alone are not maintained separately.

Closure of Maharana Textile Mills, Porbander, Gujarat

*133. SHRI CHIMANBHAI MEHTA:

SHRI RAMSINGHBHAI PATALIYABHAI RATHVAKOLI:

Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that Maharana Textile Mills of Porbander in Gujarat is lying closed for the last three years;

(b) if so, what are the reasons therefor; and

(c) what concrete steps have been taken to reopen the same?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI KHURSHID ALAM KHAN): (a) Yes, Sir.

(b) The mill is closed due to financial difficulties.

(c) Under the new Textile Policy where a unit has no expectation of becoming viable in a reasonable period of time there may be no alternative but to allow the unit to close down. The potential viability of this Mill has not been established.

Upgradation of cities

*134. SHRI SHANKER SINH VAGHELA: Will the Minister of FINANCE be pleased to state:

(a) whether any representation has been received from various State Governments for the upgradation of cities;

(b) if so, whether any Committee has been appointed to look into the matter;

(c) what are the criteria followed for the upgradation of cities in the country; and

(d) what decision has been taken for the upgradation of some cities in Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHAN POOJARI): (a) and (b) No, Sir.

(c) A statement is laid on the Table of the House. *(See below)*.

(d) Does not arise.

Statement

Cities/towns are classified/reclassified for payment of House Rent and Compensatory (City) Allowances to the Central Government employees on the basis of their population as reflected in the decennial census figures. The Criteria followed in this regard are as follows:—

Class	Population
A	More than 16 lakhs.
B-1	Above 8 lakhs but not exceeding 16 lakhs.
B-2	Above 4 lakhs but not exceeding 8 lakhs.
*C	Above 50,000 but not exceeding 4 lakhs.

*No Compensatory (City) Allowance is admissible in 'C' Class cities.

In classification of cities on the basis of their decennial census population, the population of municipal area of the city is taken into account for HRA purpose, and the population of Urban Agglomeration of the city, wherever such UA exists, otherwise municipal area of the city, is taken into account for CCA purpose. HRA as admissible in a city on the basis of its classification with reference to its population in the municipal area, has also been made admissible in its Urban Agglomeration w.e.f. 26-10-1977 as a result of decision of the Government on the demand of the Staff Side.

Introduction of container service in Indian Shipping

@*135. SHRI BHAGATRAM MANHAR:

SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) what steps have been taken so far or are being contemplated in future to introduce Container Service for efficient shipping in India;

(b) what are the details of expenditure incurred so far and proposed to be incurred together with the facilities being created and ratio of container traffic to the total; and

(c) what is the number of agencies in the country involved in container operations on land, sea and air and what are the steps being taken to achieve co-ordiation between them?

THE MINISTER OF COMMERCE AND FOOD AND CIVIL SUPPLIES (SHRI P. SHIV SHANKAR): (a) to (c) For a multimodal system of transporting cargo on land and sea on a through transport document, which containerisation implies, facilities have been developed in India at several ports for handling container ships and containers, as well as at inland locations for direct receipt and despatch of containers. Arrangements have also been made for Customs clearance facilities of import and export cargo in containers handled at inland locations.

@Previously Starred Question 55, transferred from the 26th February, 1986.